156715

MONSANTO

From: Gordon A. Grundmann CS6G Corporate Engineering (4-6112)

Date: January 4, 1985

Subj: Project Progress Meetings

Re: CEA 3808 - Main South Trunk Sewer

TO:

T.N. Carrico	1740*
L.N. DeWald	1740*
W.C. Koester	Alberici*
K.W. Lichtenheld	CS6G*
C.J. Lotz	Alberici*
R.L. Nelson	1740*
K.W. Petterson	1740*
O.N. Shipley	1740
T.W. Wright	CS6G

cc:

D.R. Bowers	CS6G
L.V. Bumbicka	1740
R.M. Calles	CS6G
M.A. Coco	Alberici
R.J. Geile	CS6G
E.R. Hartman	CS6G
P.R. Hoemann	1740
L.C. Kreh	F2ED
F.A. Mayse	CS6G
R.J. Murphy	1740
R.L. Wiese	CS6G

*Present at meeting

Other attendees: R.B. Knoll from Fleischer Seeger, and J.A. Imrie from J. Imrie Sales Company (Pennwalt).

Following are minutes of the meeting held at the CED construction trailers on 01/03/85 at 9:00 a.m.

WGK 4084801

1. Construction Progress

a. The forms on manhole 1-CC have been stripped

b. Five pieces of 42" pipe are in place. One joint is complete and three others are partially complete.

c. The concrete base pad for the 42" pipe is now poured 40' east of manhole 1-CC.

d. Additional trench cover frames covered with plastic are being fabricated. This will allow 200' of trench to be covered at one time. The covers allow the temperature in the trenches to be maintained while the furan joints are curing.

e. The fab shop for storing pipe has been modified and heated for pipe storage.

f. The heavy rains on New Year's eve day caused a good deal of mud to get in the trench. Cleanup is in progress.

g. Nelson advised that the dish in the floor of manhole 1-CC was not sufficient. Alberici will correct and insure that the correct dish will be obtained on the future manways. Nelson also restated the necessity for not rotating any two segments of pipe after they have been buttered with mortar and pushed together.

2. Acid Brick Joint Detail

Dick Knoll from Fleischer Seeger attended the meeting to discuss his concerns about one of the acid brick joint details. The pros and cons were carefully discussed. A final decision will be reached after discussions can be held with Ken Lichtenheld.

3. Pre-Job Conference

The specifications require that a pre-job conference be held to review and discuss the membrane and acid brick details to insure complete agreement and understanding prior to the work beginning. This meeting is scheduled to be held on January 22, at 9:00 a.m. at the CED construction trailers. Possible participants are:

Dick Knoll	Fleischer Seeger
Rich Schlereth	Fleischer Seeger
Jim Imrie	Pennwalt Representative
Lee Shephard	Pennwalt Consultant
C. Lotz or W. Koester	Alberici
Warren Bodine	Alberici
Ken Lichtenheld	Monsanto
O. Shipley or Len Dewald or K. Petterson	Monsanto
Dick Nelson	Monsanto
Tom Carrico	Monsanto
Gordon Grundmann	Monsanto

4. Storage West of ACL

Several options were considered on how to maintain the flow of materials to the ACL facility which normally come in on the railroad tracks to the west beside "I" Street.

a. Truck access from the west off "I" Street creates a number of problems including safety concerns. One of the major concerns is whether there is enough room to operate truck trailers from "I" Street to "5th" Street across the railroad tracks.

b. Another option, and the plant preference, is to obtain access to the ACL facility from the south by allowing trucks to cross the trench on a mat, which would need to be approximately 30' wide. Design details are to be handled by Ken Lichtenheld. This will also allow cost figures to be determined.

WGK 4084802

5. VCP Joints

For a number of weeks, these meeting minutes have reflected the progress made in finding a joint material to replace the asbestos roving material, a product which has been removed from the marketplace. Selection was finally made of Pennwalt's green panel mortar, a furan based material with ceramic fibers. Everyone feels that this revised material will give a better joint than the original PDR joint (furan - asbestos roving - hot poured sulfur).

Until this meeting it was felt that the cost of this revised joint would be approximately the same as the original joint. In the meeting, however, Bill Koester pointed out that the labor cost to install this joint is higher than the original joints based on the first joints made in the trench. The material costs for the two-joint systems are approximately the same.

Some modifications were made to the installation procedure based on the initial work done to date:

a. The pipes in the trench will be aligned the same as on the pre-alignment jig. After the mortar is placed on the faces, the pipes will be pressed together until the mortar squeezes out all around on both the inside and outside. If this does not occur, the pipes must be separated and the joint redone. The mortar thickness of the face joint should be targeted for 3/8" or less.

b. A 3-pass joint is acceptable during this cold weather. The 2nd pass can be installed as soon as the initial face joint is installed and struck. The final pass can be installed approximately a day later depending on the exothermic reaction time.

c. The lowest mix of mortar is 1-part resin to 1-1/2-parts powder. It is acceptable to increase the powder mix up to 2-parts if this assists in getting a better exothermic reaction.

This joint will be reviewed to determine its overall effect on Alberici's and Monsanto's costs.

6. Dirt Removal

WGK 4084803

It was originally planned that noncontaminated excavated soil, which could not be used for backfill in the trench, would be hauled to a landfill in Granite City. This landfill is no longer available for our use. As a result,

this soil must be hauled to a more distant site in Belleville. The cost effect on the project is now being evaluated.

In addition, it was originally planned that a visual and/or quick test at the trench could be used to determine if the soil was contaminated. In actuality, the soil testing requires 2-3 days. As a result, all soil must be stockpiled prior to hauling away. This means that additional costs will be incurred for the reloading of the noncontaminated dirt for hauling to either a landfill or back to the trench. (As originally planned, contaminated dirt will be handled by special disposal methods.) The effect on project costs is being evaluated.

Construction progress, schedule wise, has been slow. This was expected since we have been involved in a learning curve. In addition, development of the revised joint has taken time. Once the basic learning and setup is complete, the job will become more routinized and the overall schedule can better be determined.

Shipley will be back to work on Monday, January 7, on a part-time basis. Glad to have Ship back.

The next progress meeting will be held at the CED construction trailers at 9:00 a.m. on Thursday, 01/10/85.

Gordon

Gordon A. Grundmann

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WGK 4084804